

BookletChart™

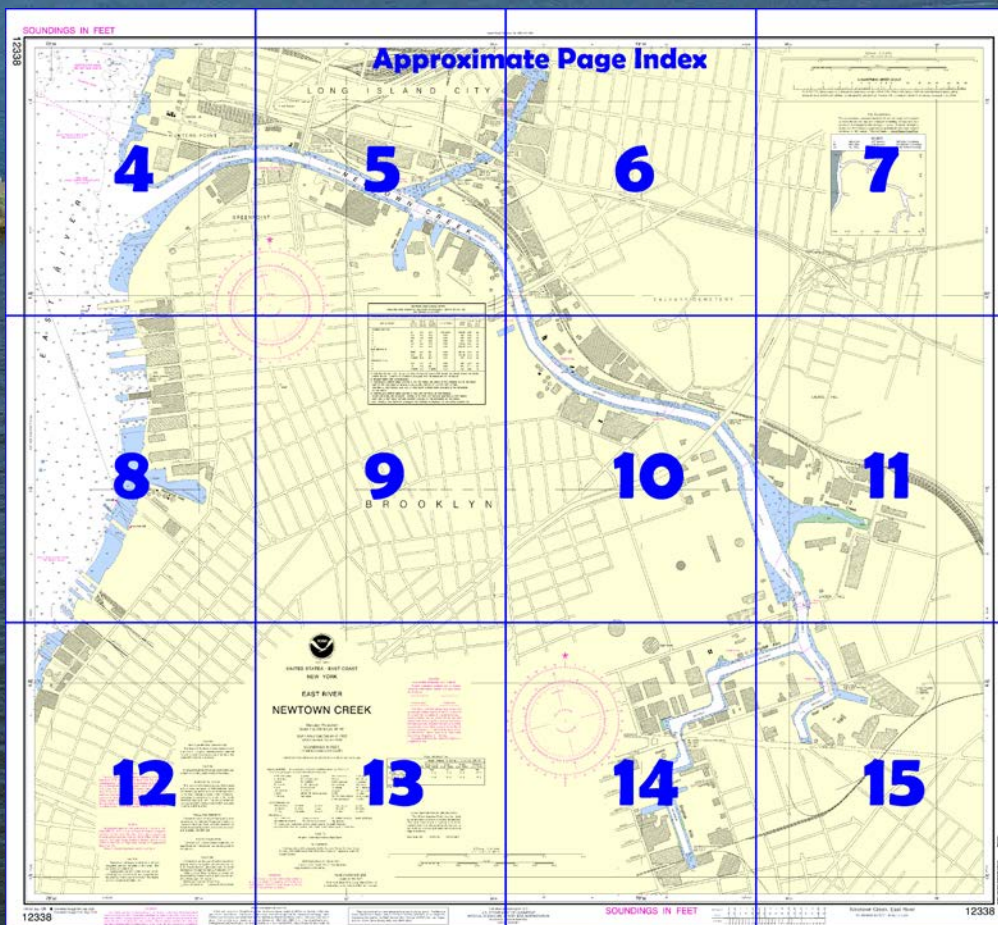
East River – Newtown Creek NOAA Chart 12338



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

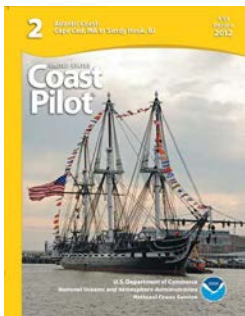
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12338>.



(Selected Excerpts from Coast Pilot)

Newtown Creek is entered on the eastern side of East River 3.6 miles from The Battery. The creek extends 3.3 miles eastward and southward and has several short tributaries or basins. Traffic is fairly heavy and consists chiefly of petroleum products, sand, gravel, and crushed rock; drafts of vessels navigating the creek seldom exceed 15 feet. Tributary basins are **Dutch Kills**, on the north side of Newtown Creek 0.8 mile from East

River; **Whale Creek**, on the south side opposite Dutch Kills; **Maspeth Creek**, on the east side 2.2 miles from East River; **East Branch**, on the east side 2.5 miles from the river; and **English Kills**, which extends

westward and southward from the East Branch entrance and forms the last 0.8 mile of Newtown Creek.

Channels.—A Federal project provides for a 23-foot channel in Newtown Creek from the East River to and in a turning basin about 240 yards above the Kosciusko Memorial Bridge, thence 20 feet in East Branch and in English Kills to the Metropolitan Avenue bridge, and thence 12 feet in English Kills to the head of the project at Montrose Avenue. (See Notice to Mariners and latest edition of chart for controlling depths.)

The tidal **current** is weak and variable.

Pulaski Bridge, which crosses Newtown Creek 0.5 mile above the mouth, has a bascule span with a clearance of 39 feet at the fenders and 46 feet at the center. The bridgetender monitors VHF-FM channel 13; call sign KX-8178.

Dutch Kills, which is about 0.5 mile long, is crossed by the following drawbridges: railroad bridge, Borden Avenue bridge, and Hunters Point Avenue bridge. Minimum clearance under the closed drawspan is 2 feet. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.) In 2002, the railroad bridge was reported inoperable as a swing bridge and closed to vessel traffic. Clearance under the fixed bridge is 83 feet.

Greenpoint Avenue Bridge, 1.1 miles above the mouth of Newton Creek, has a bascule span with a clearance of 24 feet at the fenders and 30 feet at the center. Kosciusko Memorial Bridge, 1.8 miles from the mouth, has a fixed span with a clearance of 125 feet. Metropolitan Avenue Bridge, which crosses English Kills 3 miles from the mouth of Newtown Creek, has a bascule span with a clearance of 10 feet at the center. Montrose Avenue Bridge, at the head of English Kills, has a swing span with a clearance of 4 feet. The bridgetenders at the Greenpoint Avenue and Metropolitan Avenue bridges monitor channel 13; call signs KX-8182 and KX-8179, respectively. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.)

Grand Avenue Bridge, which crosses East Branch, has a swing span with a clearance of 8 feet. (See **117.1 through 117.59 and 117.801**, chapter 2, for drawbridge regulations.) The bridgetender can be contacted on VHF-FM channel 13; call sign KX-8187.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Table of Selected Chart Notes

Corrected through NM Sep. 2/06
Corrected through LNM Aug. 22/06

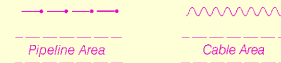
HEIGHTS

Heights in feet above Mean High Water.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.367" northward and 1.504" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

Mercator Projection
Scale 1:5,000 at Lat. 40°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.

Refer to charted regulation section numbers.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
Hunters Point (40°44'N/73°57'W)	feet 4.6	feet 4.3	feet 0.2	feet -4.0	
English Kills Entrance (40°43'N/73°55'W)	4.8	4.5	0.2	-4.0	

(May 2006)

NEWTOWN CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009
AND SURVEYS TO APR 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
CHANNEL REACH							
A	4.9	8.2	13.4	4-09	1300-900	0.54	23
B (MARION REACH)	16.3	19.0	15.1	4-09	130	0.25	23
C	13.6	15.4	11.9	4-09	130	0.42	23
D	9.6	15.0	11.2	4-09	130	0.65	23
E	5.2	11.1	9.5	4-09	130-300	0.49	23
F	+1.0	+0.9	+0.8	4-09	100	0.19	20
G	2.4	2.4	2.4	4-09	irregular	7.54	23
H	3.6	9.7	3.3	4-09	150	0.14	20
I	0.7	0.2	+0.8	4-09	125-150	0.28	20
J	8.4	9.7	3.7	4-09	125	0.46	20
K	+0.2	0.9	0.1	4-09	100	0.35	12
L	6.9	3.6	3.0	4-09	100-915	0.07	20

REACH A. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL, THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR APPROXIMATELY THE FIRST 300 FEET OF THIS REACH AND A NARROW STRIP IN THE MIDDLE OF THE CHANNEL AT PULASKI BRIDGE.

REACH B. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL, THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR A NARROW STRIP IN THE MIDDLE OF THE CHANNEL AT PULASKI BRIDGE.

REACH F. SHOALING EXISTS THROUGHOUT THIS ENTIRE REACH.

REACH G. SHOALING EXISTS THROUGHOUT THIS ENTIRE REACH.

REACH H. SHOALING EXISTS THROUGHOUT THE MAJORITY OF THIS REACH. PROJECT DEPTH IS AVAILABLE FOR APPROXIMATELY 400 FEET IN THE MIDDLE HALF OF THIS REACH.

REACH I. SHOALING EXISTS THROUGHOUT THIS ENTIRE REACH.

REACH J. SHOALING EXISTS THROUGHOUT THE MAJORITY OF THIS REACH. PROJECT DEPTH IS AVAILABLE FOR APPROXIMATELY 280 FEET IN THE CHANNEL IN THE MIDDLE OF THIS REACH.

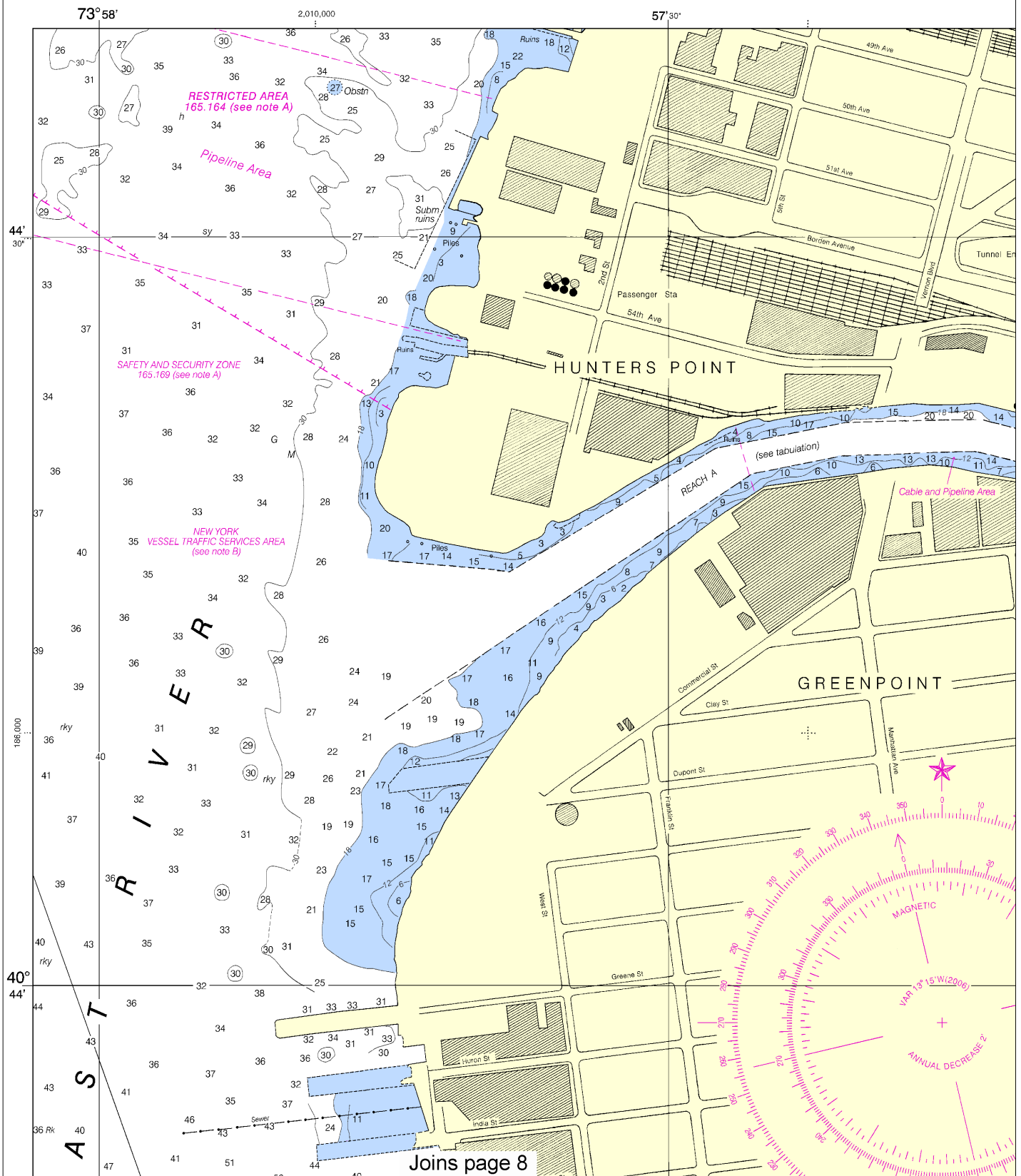
REACH K. SHOALING EXISTS THROUGHOUT THE MAJORITY OF THIS REACH. PROJECT DEPTH IS AVAILABLE FOR APPROXIMATELY THE FIRST 250 FEET OF THIS REACH.

PARTIAL REACH L. SHOALING EXISTS THROUGHOUT THIS ENTIRE REACH OF THE CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

12338



Joins page 8

4

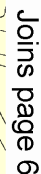
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

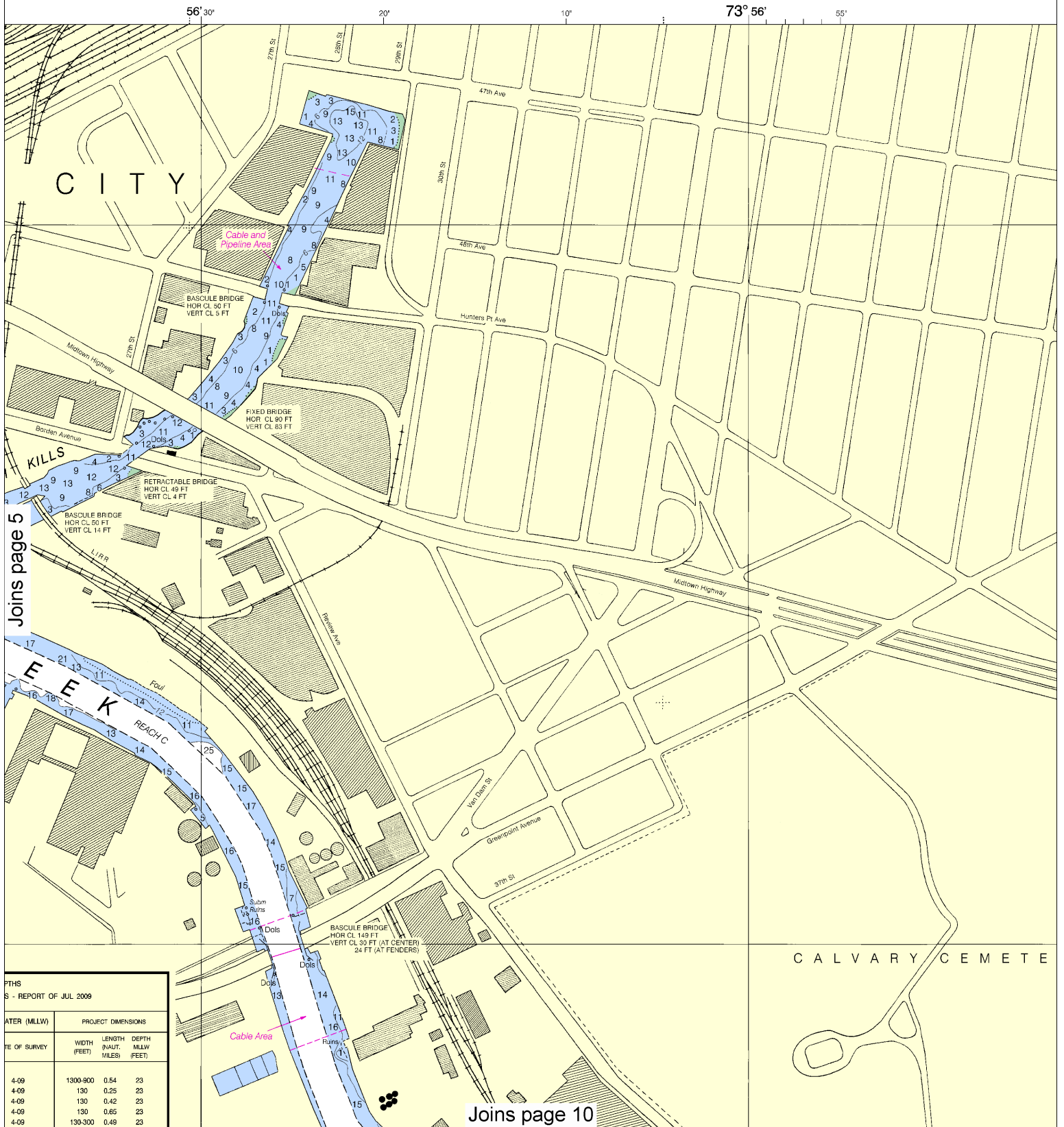
SCALE 1:5,000
0.5 Nautical Miles

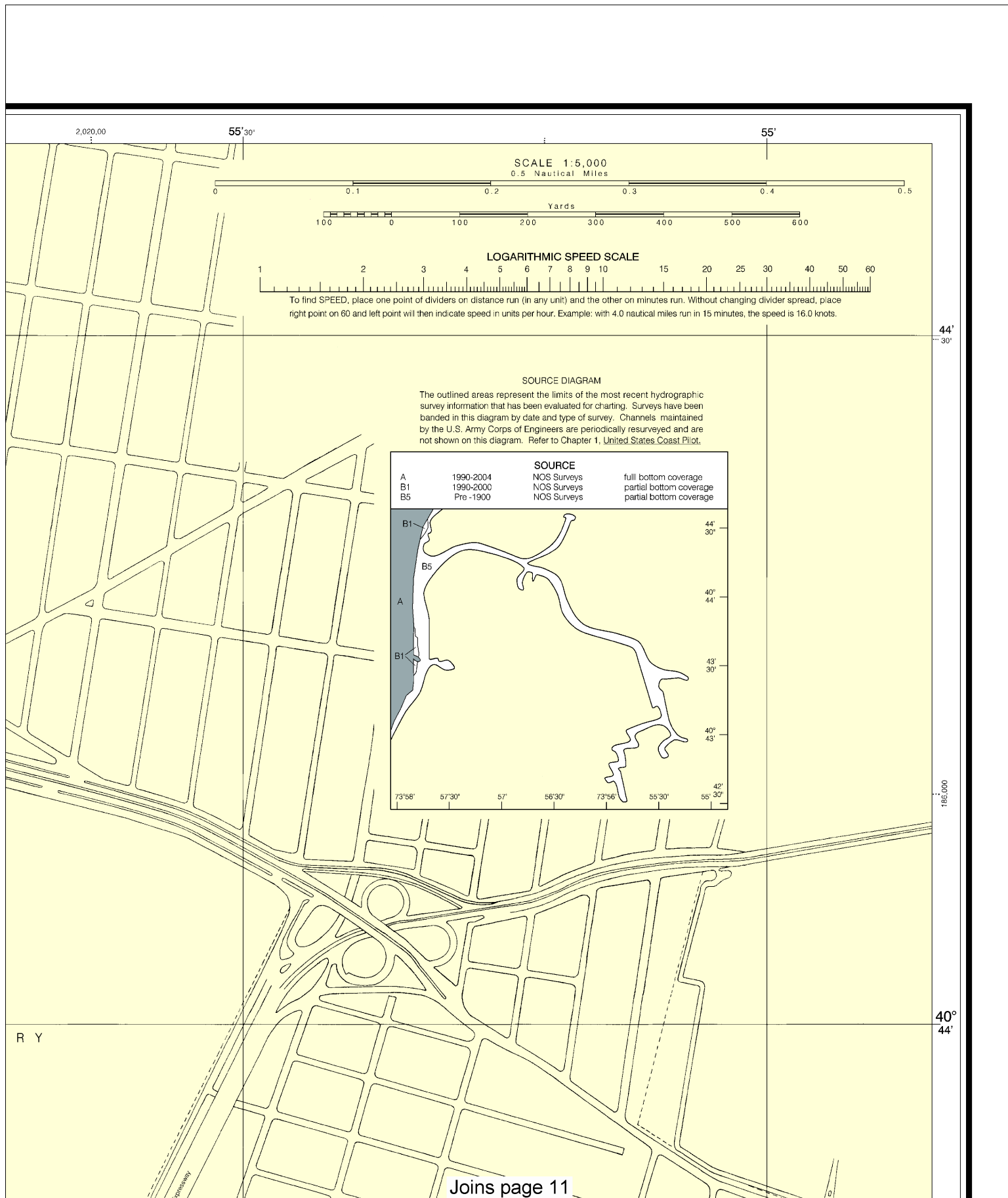
See Note on page 5.





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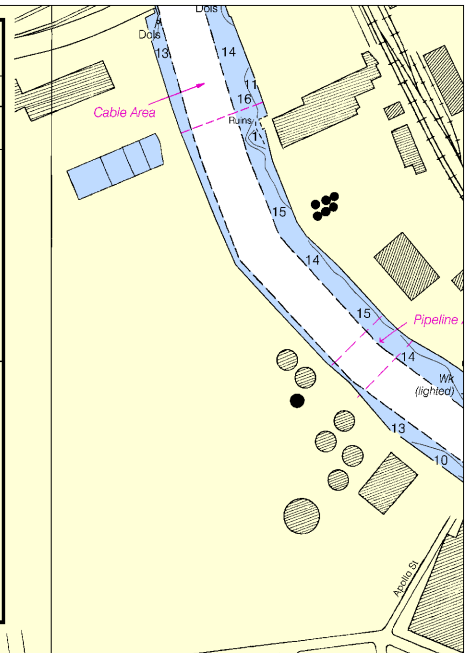
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

Joins page 5

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009
AND SURVEYS TO APR 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH MLLW (FEET)
CHANNEL REACH						
A	4.9	8.2	13.4	4-09	1300-900	0.54 23
B (MARION REACH)	16.3	19.0	15.1	4-09	130	0.25 23
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D	9.6	15.0	11.2	4-09	130	0.65 23
E	5.2	11.1	9.5	4-09	130-300	0.49 23
F	+1.0	+0.9	+0.8	4-09	100	0.19 20
G	2.4	2.4	2.4	4-09	irregular	7.54 23
H	3.6	9.7	3.3	4-09	150	0.14 20
I	0.7	0.2	+0.8	4-09	125-150	0.28 20
J	8.4	9.7	3.7	4-09	125	0.46 20
K	+0.2	0.9	0.1	4-09	100	0.35 12
L	6.9	3.6	3.0	4-09	100-315	0.07 20

REACH A. SHOALING EXISTS ACROSS THE ENTIRE WIDTH OF THE CHANNEL THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR APPROXIMATELY THE FIRST 300 FEET OF THIS REACH AND A NARROW STRIP IN THE MIDDLE OF THE CHANNEL AT PULASKI BRIDGE.
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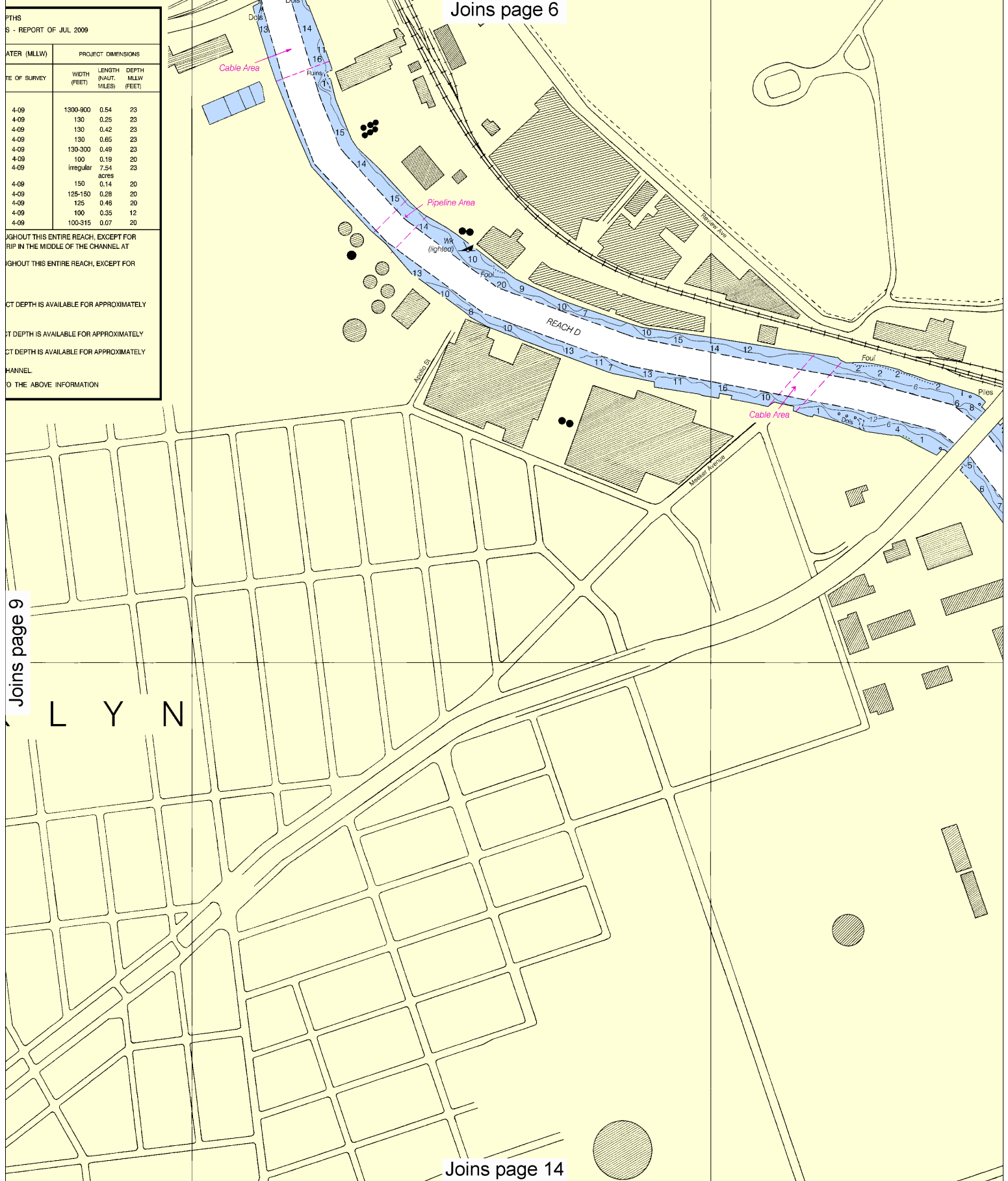
B R O O K L Y N

Joins page 10

Joins page 13

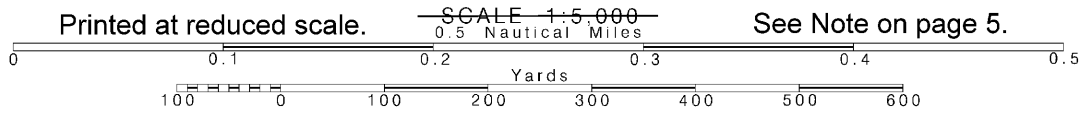
THIS S - REPORT OF JUL. 2009				
WATER (MLLW)		PROJECT DIMENSIONS		
DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)	
4-09	1300-900	0.54	23	
4-09	130	0.25	23	
4-09	130	0.42	23	
4-09	130	0.65	23	
4-09	130-300	0.49	23	
4-09	100	0.19	20	
4-09	irregular	7.54	23	
4-09	150	0.14	20	
4-09	125-150	0.28	20	
4-09	125	0.46	20	
4-09	100	0.35	12	
4-09	100-315	0.07	20	

THROUGHOUT THIS ENTIRE REACH, EXCEPT FOR
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 CT DEPTH IS AVAILABLE FOR APPROXIMATELY
 CHANNEL.
 TO THE ABOVE INFORMATION



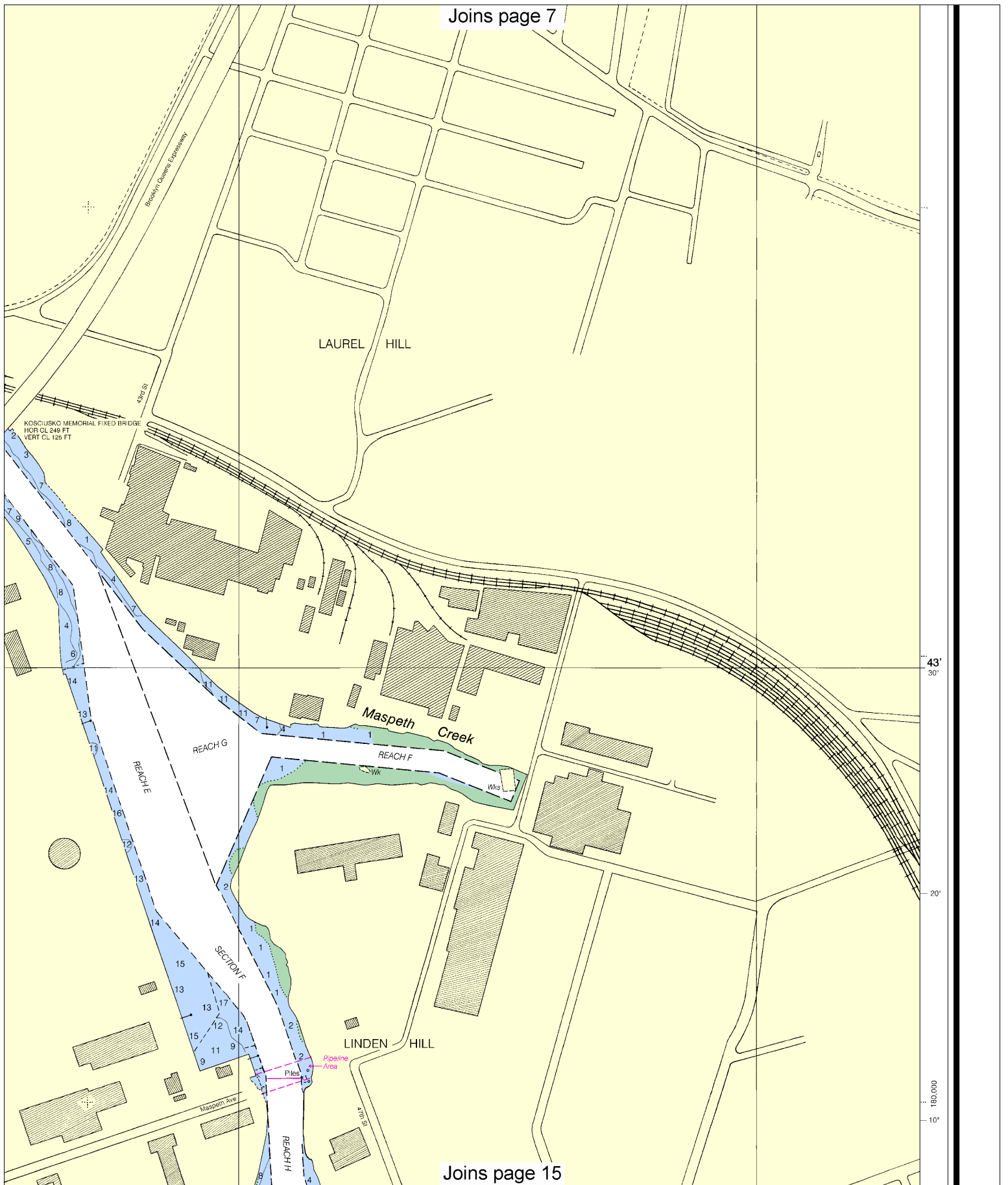
10

Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 7



Joins page 15

Joins page 8

NEW

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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HORIZONTAL DATUM
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POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

ABBREVIATIONS
Aids to Navigation (flg)
AERO aeronaut
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
Bottom characteristics
Bds boulders
bk broken
Cy clay
Miscellaneous:
AUTH authorize
ED existence c
ZL wreck, not
(2) Rocks that

Hydro
Survey,
Coast G

WARNING
The prudent mariner will not rely on any single aid to navigation, particularly floating aids. See U.S. Coast Guard and U.S. Coast Pilot for details.

NOTE B
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

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CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using Print-on-Demand charts or contact NOAA at 1-800-584-4 help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART help@OceanGrafix.com.

10th Ed., Sep. /06 ■ Corrected through NM Sep. 2/06
Corrected through LNM Aug. 22/06

12338

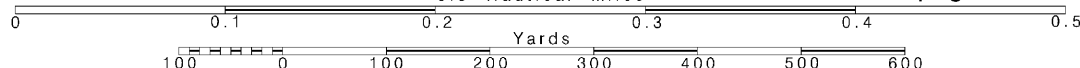
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.





UNITED STATES - EAST COAST
NEW YORK

EAST RIVER W TOWN CREEK

Mercator Projection
Scale 1:5,000 at Lat. 40°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ditional information can be obtained at nauticalcharts.noaa.gov.

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
ights are white unless otherwise indicated):

utical	G green	Mo morse code	R TR radio tower
	IQ interrupted quick	N nun	Rot rotating
	iso isophase	OBSC obscured	s seconds
	LT H/O lighthouse	Oc occulting	SEC sector
	M nautical mile	O orange	St M statute miles
	m minutes	Q quick	VQ very quick
	MICRO TR microwave tower	R red	W white
	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

cs:	Co coral	gy gray	Oys oysters	so soft
s	G gravel	h hard	Rk rock	Sh shells
	Gr grass	M mud	S sand	sy sticky

zed Obstr obstruction PD position doubtful Subm submerged
doubtful PA position approximate Rep reported
ck, obstruction, or shoal swept clear to the depth indicated.
at cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
rography and topography by the National Ocean Service, Coast
y, with additional data from the Corps of Engineers, and U.S.
Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important
supplemental information.

PLANE COORDINATE GRID
(based on NAD 1927)
New York State Grid, Long Island Zone, is
indicated by dotted ticks at 2,000 foot intervals.

rely solely on
articularly on
ard Light List

asky by NOAA for Notices to Mariners
Print-on-Demand technology. New
NOAA charts. Ask your chart agent
-4683. <http://NauticalCharts.gov>,
ART. <http://OceanGrafix.com>, or

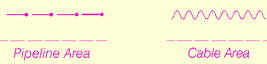
This nautical chart has been designed to promote safe navigation. The National
Ocean Service encourages users to submit corrections, additions, or comments for
improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean
Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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Hunters Point (40°44'N/73°57'W)	feet 4.6	feet 4.3	feet 0.2	feet -4.0
English Kills Entrance (40°43'N/73°55'W)	4.8	4.5	0.2	-4.0

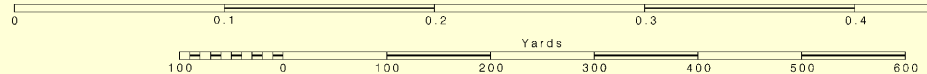
(May 2006)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed
below provides continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

New York, NY KWO-35 162.55 MHz

SCALE 1:5,000
0.5 Nautical Miles



57'

56°30'

20'

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Cable Area

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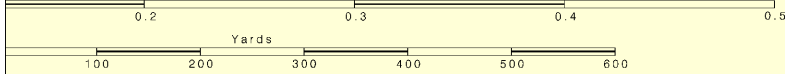
Joins page 13

Reduction of soundings (MLLW)			
in	Mean	Mean	Extreme
water	Low	Low	Low
feet	water	water	water
1	0.2	0.2	-4.0
1.3	0.2	0.2	-4.0
1.5	0.2	0.2	-4.0

BROADCASTS
No station listed
other broadcasts.
ically 20 to 40
a site, but can be
s for stations at

162.55 MHz

SCALE 1:5,000
0.5 Nautical Miles



56°30'

20°

10°

73°56'

55°

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS
FEET
METERS

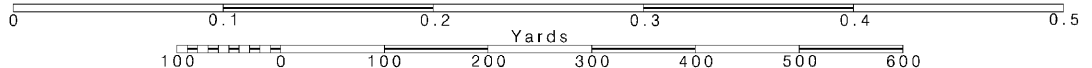
14

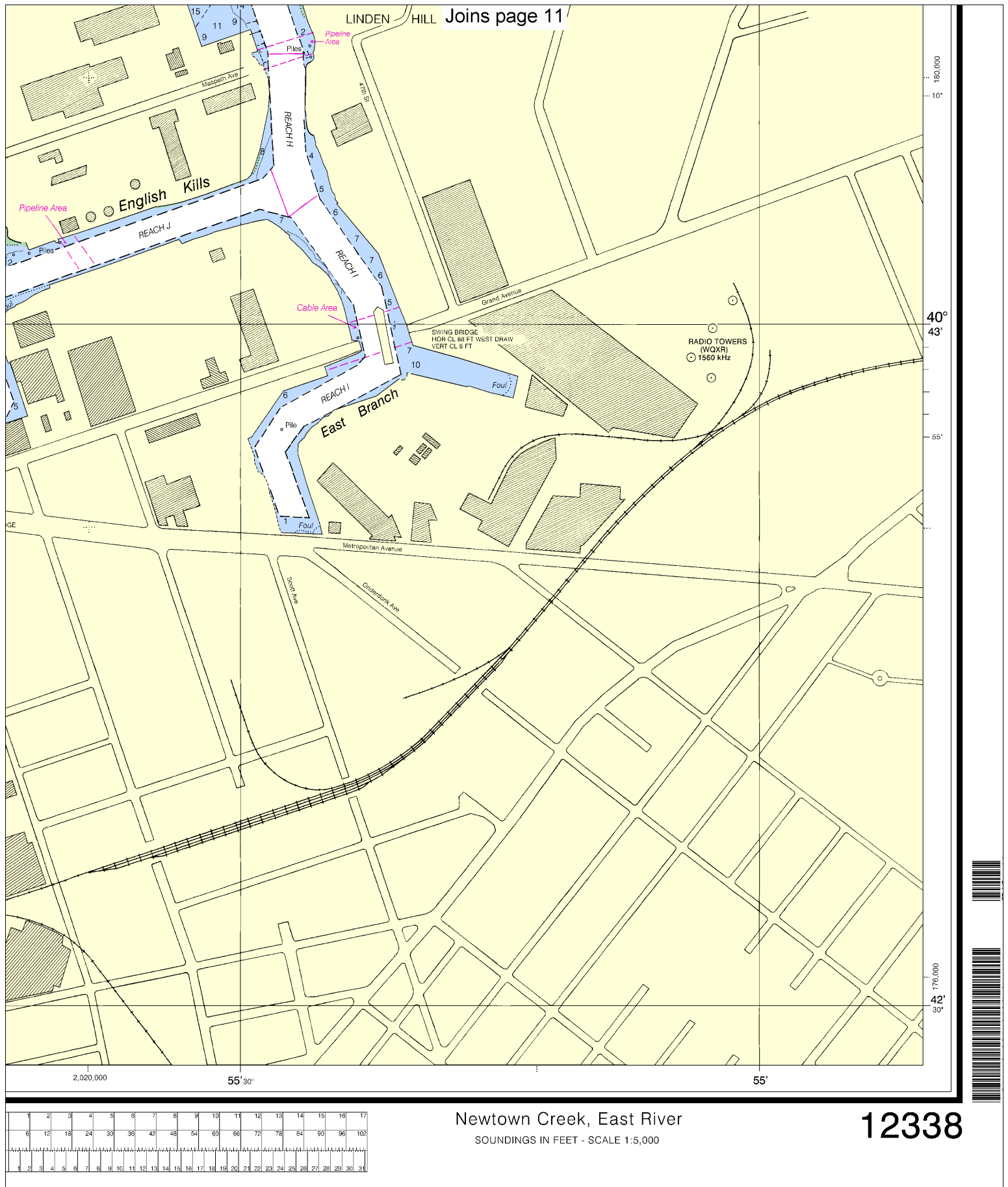
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:5,000
0.5 Nautical Miles

See Note on page 5.





Newtown Creek, East River
SOUNDINGS IN FEET - SCALE 1:5,000

12338



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker